

# AUTOMOTIVE SECTION THE HOUSTON POST

THE HOUSTON POST: SUNDAY MORNING, OCTOBER 10, 1920.

**THRIVING CITY OF  
HUNTSMVILLE MECCA  
OF POST TOURISTS**

Is Famous For Religious and  
Educational Atmos-  
phere

**ONE OF OLDEST  
TOWNS IN STATE**

**Center of Lumber Industry;  
Much Corn, Cotton and  
Truck Crops**

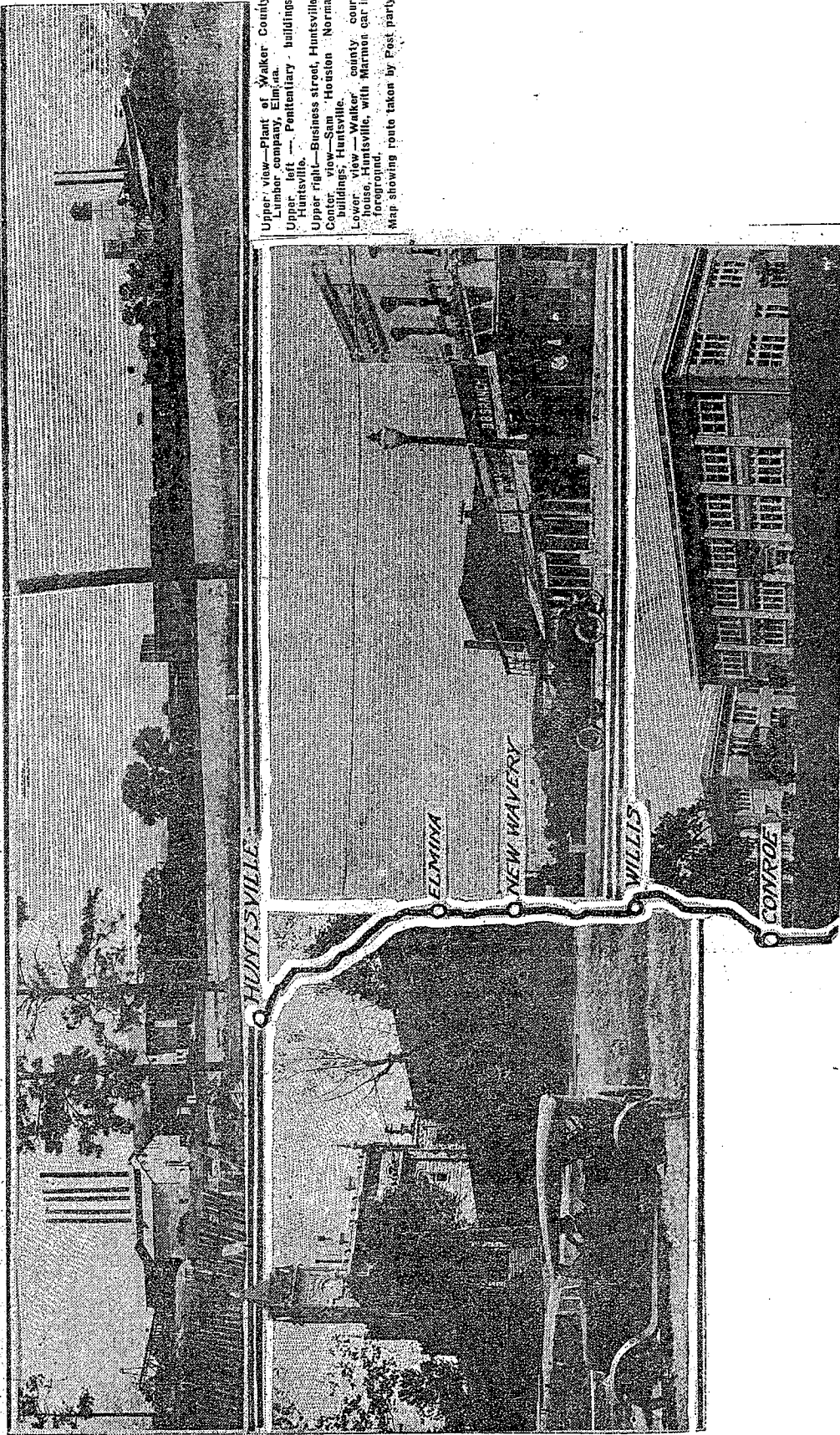
Huntsville, a center of the old time  
Southern hospitality, county seat of  
Walker county, and famed for its edu-  
cational and religious atmosphere, was  
visited by The Houston Post touring  
party on a recent Sunday.

The charming little city is situated  
midway between the rich delta of the  
Red river bottoms on the west and  
the heavy pine-timbered land of the  
Kiamichi river on the east, amongst the  
red hills, fringed with a thick growth of  
forest and crowned with rich fields of  
cotton and corn.

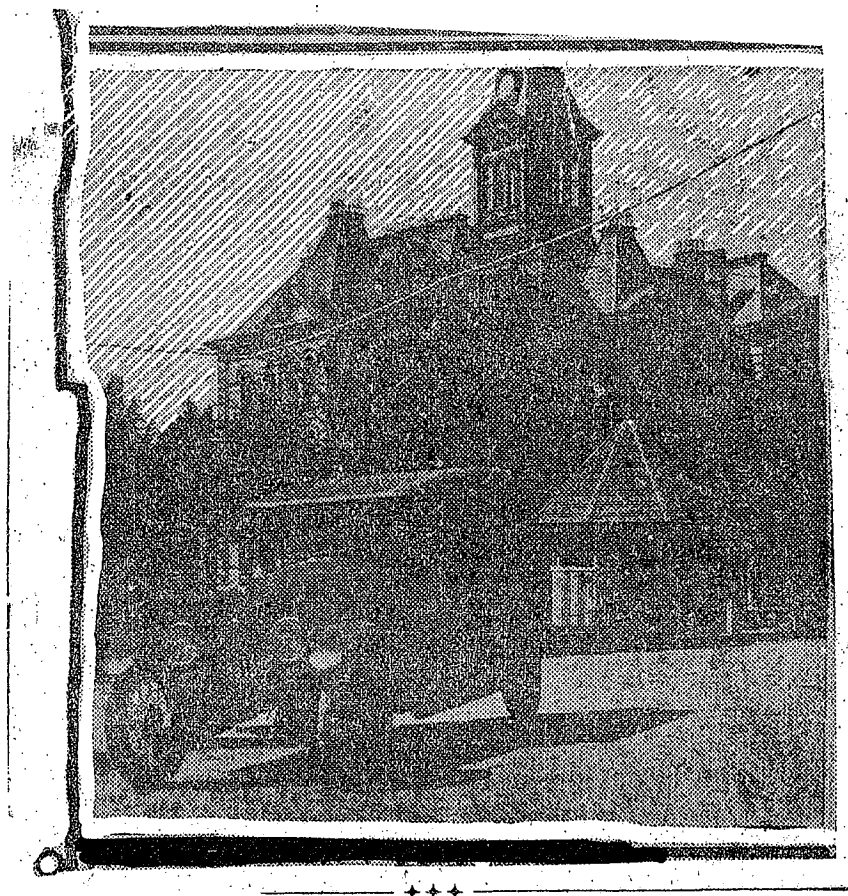
The day was an ideal one for such a  
trip, with weather conditions all that  
could be desired. The sun shined out at  
intervals, and the temperature was just  
perfect for an automobile tour. As  
the big Marmon car rolled away from  
The Post building that morning every  
member of the party was in high spirits,  
in anticipation of a delightful day, which  
was not disappointed.

For a considerable distance out of  
Houston the car speeded over a splendid  
stretch of 10 or more miles of a tarva-  
blasted highway, known as the East-  
Montgomery road, which finally led onto  
the country road, which was largely open  
country until Rock bayou, of Cypress  
creek bridge was crossed, and a short  
distance farther on the bridge across the  
C. Much of the route from Spring  
to Huntsville was rough and hilly, and  
the pine forest fringed with a heavy  
undergrowth of Spanish oak and bram-  
ble.

## Trip to Huntsville Revealed Much of Interest



Upper: view—Plant of Walker County  
Lumber company, Elmira.  
Center: view—Sam Houston Normal  
buildings; Huntsville.  
Lower: view—Walker county court  
house, Huntsville, with Marmon car in  
foreground.  
Map showing route taken by Post party.



#### Pretty Scenery Along Route.

As the numerous bridges over innumerable small streams were crossed a pleasing scene was presented to the view of the tired city man, a fascinating contrast of outdoor life with the avenues of towering concrete and brick in the metropolis left behind. The little streams flowed rapidly along, winding about the shoal banks of white sand and rippling over gravel bottom, while somber oaks stretched overhead, their twisted limbs heavily draped with trailing Spanish moss.

Several camping parties were observed parked along the bluffs, and here and there a devotee of the rod and reel stood patiently awaiting a "nibble."

From this point on there was a hard dirt road, with a worn gravel surfacing and as the country began to assume a rolling aspect, up hill and down, the travel was fast and easy, due to the prevailing excellent weather conditions. It was observed, however, that in wet weather several bad places prevailed along the route. Close calculations were not necessary to note that with a little attention to drainage conditions, much of the trouble could be corrected. The ditches alongside the road appeared to have been unworked for an indefinite period. They were for the most part choked with a heavy growth of briar grass and young stubble bush, and now and then flush with the traveled roadway, having filled up with the wash from the soil.

The road at Grand Lake siding, between Spring and Conroe, runs alongside the International and Great Northern tracks, through a small length of bottom land, where the going is rough and full of holes, showing signs of boggy places in wet weather.

#### Fast Road Beyond Conroe.

Some sandy road was encountered at Conroe, but beyond fast, hard dirt-surfaced roads made traveling good over hills and through a section of heavy timber, where numerous saw mills and lumber industries are located. The rolling country in the vicinity of Willis is a pleasing relief from the flat prairie

land of the coastal country, much resembling the landscape scenes in Southern Indiana.

About three miles from New Waverly a bad spot in the road about a mile in length gave indications of hard going in wet weather. At New Waverly and for a short distance beyond quite a bit of sand makes traveling slow and tedious. At Elmira siding the large and modern plant of the Walker County Lumber company loomed up on the right.

Further on Barado siding was passed and the road turns to the left and grows better as the traveler approaches Huntsville, with more hills and a rolling country abounding with fields of cotton and corn.

In addition to its location in the midst of a large number of timber camps, where the sawing of lumber forms one of the principal industries, Huntsville is noted as being the location of the Texas State penitentiary, which was established in 1849, and also as being the seat of one of the State's proud institutions of learning, the Sam Houston Normal institute, established in 1879.

The penitentiary has made much progress in modern theories of treating prisoners—is a place, where the inmates learn trades, study and prepare to make themselves better citizens when they again face the outside world.

Among the enterprises conducted within the penitentiary walls are the cabinet shop, furniture factory, wagon factory, machine shop, shoe shop, tailor shop, ice plant, laundry and other smaller departments. There is a large and well equipped hospital in connection with the penitentiary, while the library contains more than 10,000 volumes.

#### Proud of Normal Institute.

The citizens of Huntsville are justly proud of the Sam Houston Normal Institute, occupying a series of buildings on a high hill immediately adjacent to the city. There are several splendid new buildings of modern construction, while close by are some of the old buildings of the original college, quaint and artistic in design, in contrast to the more simple style of the modern structures. Within these historic walls members of many of the first families of the State completed their higher education.

The first session of the institute opened October 10, 1879, in the former Austin college building, which had been donated to the State by the citizens of

Huntsville. This old building still remains and was erected in 1852 as a Presbyterian college for young men.

As the institute outgrew its accommodations, additional buildings were provided, including the present main building, the library, industrial arts, the gymnasium, science building, heating plant and training school. The courses offered at the normal range from kindergarten to work leading to the bachelor's degree.

Huntsville, which is the county seat, is 70 miles distant from Houston and is located at the fork of two important highway routes—the Exall highway, leading from Houston to Dallas, which continues on from Huntsville through Madisonville, going north through Corsicana to Dallas. The other route continues on to Crockett, Palestine, Athens and Tyler to Texarkana, forming the main highway to Memphis and points east, through Tennessee, Virginia, or through Mississippi, Alabama, to the Atlantic coast. At Crockett there also branches off an important highway leading to Shreveport, Vicksburg, Jackson and points beyond. These routes form the short line through East Texas to the Eastern seaboard.

In addition three other designated highways radiate from Huntsville, including the Dallas-Canadian-Denver highway, the Red river to the gulf and the East and West Texas highways. All the main roads in Walker county are sand and clay, with no gravel or concrete roads.

#### Roads Being Improved.

Two issues of road bonds amounting to \$300,000 have been voted in the Huntsville road district at different times and a portion of the last issue of \$150,000 yet remains unspent. Included in the latest work done was the construction of a dump about three-fourths of a mile long and a 500-foot concrete-steel bridge over the San Jacinto river between Huntsville and Navasota.

Right here it might be said that the streets around the court house square have been paved with concrete. Funds for continuing this pavement to other points within the fire limits are available and the work will be undertaken shortly.

The city has a population of about 3000, and is located on the Huntsville branch of the International and Great Northern railway. There are three trains each way daily, which connect with main line trains at Phelps, seven miles distant. The present branch is to be extended to a point 10 miles northwest of Huntsville in order to tap the lignite beds, rock quarries and open up additional lumbering country in that section. This extension will be built within the coming year and surveying parties are already in the field and a portion of the material is already on the ground.

There are about 25 saw mills located in the country adjacent to Huntsville, producing shortleaf pine, one of the leading industries of this nature being the large and modern plant of the Walker County Lumber company at Elmira, where several hundred hands are furnished employment. The mill has a capacity of 150,000 feet per day, has its own water and fire protection system, electric lights, a logging road completely equipped and an excellent school system. The company furnishes high class amusements for its employees in the form of a moving picture theater for modern equipment would rival many a large town picture house.

The city was incorporated in 1845 and was settled during the days of the Republic of Texas. Huntsville has the aldermanic form of government, with a mayor and six aldermen. I. N. Addicks, a merchandise broker, is the present mayor.

#### Huntsville Sits on Divide.

The town sits on a divide between the San Jacinto and Trinity rivers, and is the highest point between Palestine and the gulf, the altitude at the highest point being a little more than 500 feet above sea level.

Outside of lumbering, the country surrounding the city is well adapted to truck gardening and the growing of feed crops, while the best crop produced in that section is cotton, the best yield having been 13,800 bales in 1918. This year a crop of between 6000 and 7000 bales is expected, or a little more than half a crop.

Corn made a better crop than normal this year, while numerous varieties of plums and berries grow wild. Enough strawberries are grown to supply the

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## THRIVING CITY OF HUNTSVILLE MECCA OF POST TOURISTS

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local market, while the surrounding country is also well adapted for tomatoes and watermelons.

From an industrial standpoint, Huntsville possesses three cotton gins and a large cotton oil mill. The Huntsville Cotton Oil company operates a gin, oil mill, electric light plant and a power grist mill. A 20-ton ice plant is now being installed and is expected to be in operation next spring. The company also furnishes power for the local laundry.

In addition there are two cotton warehouses, with shipping wharves in connection.

Huntsville is fortunate in possessing a live chamber of commerce, with 125 members. Dr. J. R. Martin is president; A. A. Keisler, vice president; Tom Ball, treasurer, and William C. O'Donnell, general manager. The organization is the outgrowth of what was formerly known as the Young Men's Business League and is the center from which radiates all the drives and business activities of the community.

Mr. O'Donnell, the general manager, is an indefatigable worker and an earnest booster for the city. The Post party are indebted to him for much of the information concerning the splendid little city of Huntsville.

### Has Strong Religious Life.

The religious life of the community is represented in well established churches of the following denominations: Methodist, Baptist, Presbyterian, Christian and Episcopal. The Methodists worship in a handsome brick structure, built about two years ago at a cost of \$75,000. Rev. L. B. Elrod is the pastor.

The banking facilities of the city are looked after by two banks, the Gibbs National bank and the Huntsville State bank, with combined resources of about \$1,000,000. It might be said that Huntsville is the home of many well to do people, as is indicated by the countless well kept and prosperous homes.

The citizens are justly proud of the school system. W. H. Butler is superintendent of the local schools, which rank high among the towns of the State in scholastic requirements, personnel of the teaching force and in range of courses of study. The buildings are modern in every respect.

Another venerable institution of the city is the Huntsville Item, a weekly newspaper, which was founded in August, 1850, by George Robinson and conducted at the present time by Ross Woodall and A. H. Stookey.

The present Walker county court house is the third building the county has had.

Huntsville at one time was a part of Montgomery county, but later Walker county was formed with Huntsville as the county seat. The present court house was built in 1881 at a cost of about \$25,000.

The city is well protected against fire, possessing a gravity water pressure system of from 80 to 100 pounds. There are two standpipes, both on the hill near the normal school, one belonging to the city and the other to the school, but both can be connected should necessity arise. The city possesses a motor hose car manned by a volunteer company.

### Has Many Business Houses.

There are about 60 business houses in Huntsville, embracing all lines of business. Included in this number is Smither Brothers' wholesale grocery, the modern department store of the Allen-Frazier Dry Goods company, Lewis Ball, dry goods and ladies' furnishings, and Ball Brothers, grocers. Smither Brothers also operate a large plantation. There are two hotels, the Keep and the Lindley. The former, at one time known as the Gibbs House, is one of the oldest hotels in Texas.

Among the modern store buildings on the square surrounding the court house are several drug stores, one in particular attracting attention for its large and complete stock and pleasant surroundings. J. Robert King, who conducts the business, is one of Huntsville's energetic citizens, prominent in Masonic circles and is well known as a pecan grower.

There are three automobile garages in the city, and about 1000 automobiles in the city and county, with the city well represented in that number.

The ride to Huntsville was made doubly agreeable by the swiftness and ease with which the Model 34, seven-passenger Marmon touring car conveyed the party. The riding was exceptionally easy, the car seemed to glide over the roads and the trip was made in much comfort. The type of car used on the tour weighs 3700 pounds, has a wheel base of 136 inches, contains many features of refinement, and is handled in Houston by Edson-Feray, Inc. It sells, delivered in Houston, for \$5400.

A feature of the Marmon is that it is entirely factory built, has a six-cylinder, 34-horsepower motor, with body, fenders, hood, crank and gear case built of aluminum. The body is mounted on a 11-inch steel frame.

W. G. Jones, secretary of the Automobile Association of South Texas, was a member of the touring party and paid particular attention to road conditions between Houston and Huntsville, with a view to obtaining first hand information regarding the highways of the State.

### BOND ISSUE APPROVED.

Houston Post Special.

AUSTIN, Texas, Oct. 9.—The attorney general's department has approved an issue of \$290,000 Hill county road improvement bonds of road district No. 3, the bonds bearing 5 per cent interest and maturing serially. These bonds were registered in the comptroller's department.

## DECISIVE REPLY TO CRITICS OF AUT INDUSTRY IS MA

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which, when computed to include tires and gasoline, has now reached a volume that is greater than the mobile business itself. Each year's production merely increases the relative size of this business. For instance production of automobiles, including trucks, for 1919, was \$1,807,595,000, the production of tires alone this year will approximate \$1,000,000,000. It is realized that there is an average of \$300 spent each season for a series, supplies, replacements and pairs upon each car, it will be seen we have a total of nearly \$2,400,000,000 which is 20 per cent larger than the manufacturing business alone.

### Industry Bound to Grow.

"It is realized by few people who about the automobile business that the average life of an automobile is years, the replacement business when the number of cars will reach 10,000,000, is 2,000,000 cars year.

"In view of the facts as outlined it is a bold man who will insist that saturation point will become more substantial than a mere ghost for the five or even ten years; considering the industry must now be viewed as an international one. New adaptation of the automobile to economic service transportation are constantly developing; New York city tried with some success the experiment of 'rolling stock' and Boston has recently reported a 'store on wheels'.

"The war has tremendously put forward the economic status of the internal combustion engine for many purposes and when the so-called saturation point is reached, a development of the market for tractors, lighting plants, other engines will then be developed. The tropical and sub-tropical zone of the globe, containing about half of the world's population and the most fertile of its soil, produces only 6 per cent of the world's food at present—largely due to the impossibility, because of the expense of employing either man or beast, of intensive cultivation on a large scale.

## Big Gas Well Brought In Eight Miles West of Goliad

Houston Post Special.

GOLIAD, Texas, Oct. 9.—The Goliad Oil company drilling on the J. M. Pettus ranch about eight miles west of Goliad, this week brought in a big gas well, estimated from 20,000,000 to 35,000,000 cubic feet of gas. Many geologists and oil scouts all parts of the country have visited Goliad and it is the general opinion there is a good oil field here.

## LOG OF THE TRIP

Houston, Texas, to Huntsville, Texas, in connection with The Houston Post Auto touring party.

Speedometer reading:

Miles.

- |   |   |
|---|---|
| 0.0—The Houston Post building.  | 37.4—Cross railroad track.  |
| 0.0—East on Texas avenue, turn left on Main street, north on Main, over viaduct, out North Main to Boundary street. | 37.6—Cross Santa Fe track.  |
| 1.8—Turn right on Boundary street.  | 37.8—Enter Conroe, east side of square.   |
| 2.0—Turn left on East Montgomery road, passing rear entrance to Hollywood cemetery on left, and keep on paved road. | 37.8—Leave Conroe, turn left, turn right, then left and again right on Willis road.               |
| 4.6—Cross railroad track.   | 45.7—Reach Willis, I. and G. N. railroad on right all the way from Conroe.                        |
| 7.4—Little York settlement, pass store on left at forks of road; keep on main traveled (Spring) road.               | 45.8—Leaving Willis, turn left, turn right, left and again right.                                 |
| 20.9—Turn right.  | 48.0—Jog right, road goes down hill.  |
| 21.2—Jog left.  | 49.7—Turn right.  |
| 22.0—Keep on straight road, that turning to right goes into Spring.   | 49.9—Jog left.  |
| 22.7—Cross railroad, keep on Courroe road.  | 50.8—Turn right.  |
| 24.3—Cross bridge over Cypress creek. (Look out for three bad holes in this bridge.)                                | 51.2—Leaving New Waverly, turn left on first road after crossing railroad, with railroad on left. |
| 27.4—Cross railroad (logging road).   | 55.1—Cross I. and G. N. road.   |
| 32.8—Cross bridge (San Jacinto river). I. and G. N. railroad on right.  | 56.4—Elmina station on right, I. and G. N. on right.  |
| 33.4—Pass Grand Lake siding on right.   | 56.8—Cross railroad again, jog left, with railroad on left.                                       |
|   | 57.1—Cross logging railroad.  |
|   | 60.4—Jog left, cross railroad.  |
|   | 60.6—Jog left.  |
|   | 60.6—Cross logging railroad.  |
|   | 67.5—Pass cross roads and keep straight ahead in hilly country.                                   |
|   | 68.8—Enter Huntsville, State normal buildings on right.   |
|   | 69.0—Reach Huntsville square.   |